

DOVER CODE

**PROPOSED PARKING REQUIREMENTS**

**149-14. Site Development Design Criteria.**

D. Parking.

- (1) Paved on-site parking shall be provided in accordance with ~~the requirements of~~ the Parking Regulation Table.

A parking PLAN shall be submitted that delineates the number of striped parking spaces and the parking arrangement. Where appropriate utilization of and construction of ~~No~~ on-street parking is encouraged~~permitted~~. Whenever a USE existing on the effective date of this chapter is changed ~~thereafter~~ to a new USE, parking facilities and access shall be provided as required herein for such new USES. The following parking standards represent ~~minimum-maximum~~ requirements and may be increased as part of the approval of a SITE DEVELOPMENT PLAN. During plan review, the Director of Planning shall note a minimum number of spaces required.

**PARKING REGULATION TABLE**

Columns are cumulative, not exclusive.						
USE *	Vehicle parking spaces					Notes
	Per Unit	Per Seats	Per Employee on maximum shift	Per bed	Per Square footage (GLA) <sup>†</sup>	
Adult Day Care	-	-	6	-	-	
Auditorium	-	0.25	-	-	-	-
Auto Parts Retail	-	-	-	-	300	
Auto Repair			1			plus 3 spaces per service bay
Bar/nightclub	-	1	-	-	-	plus eating and drinking requirement
Bed and Breakfast	-	-	-	1	-	-
Car dealership	-	-	-	-	1,000	Square foot is for the total developed area of the lot
Carpet retailer	-	-	-	-	600	
Child Care	-	-	1	-	-	plus 1 per 3 children at maximum capacity

**SITE REVIEW REGULATIONS**

Columns are cumulative, not exclusive.						
USE *	Vehicle parking spaces					
	Per Unit	Per Seats	Per Employee on maximum shift	Per bed	Per Square footage (GLA) †	Notes
Church	-	0.25	-	-	-	-
Congregate Care Facility Apartment style	1	-	1	-	-	-
Congregate Care Facility Nursing home style	2	-	1	-	-	-
Eating and Drinking Establishment	-	0.5	1	-	-	see Bar/nightclub for additional requirement
Eating and Drinking Establishment—take out	-		1	-	300	-
Education Institution (9-12, College)	-	-	1	-	-	plus 1 per 6 students at maximum capacity
Education Institution (K-8)	-	0.2	1	-	-	per seat calc. by the largest assembly room
Elderly Assisted Care Home	-	-	1	2	-	-
Funeral Home	-	-	-	-	-	8 spaces per chapel, 10 spaces minimum
Furniture dealer	-	-	-	-	600	
Gasoline Service Station	-	-	1	-		plus 2 spaces per gas dispenser
Grocery Store	-	-	-	-	200	
Group Home	-	-	1	0.5	-	-
Hardware store	-	-	-	-	600	
Hospital	-	-	-	0.5	-	-
Hotel/Motel	-	-	-		400	1.1 per guest room; SF is added if meeting space is included
Laundry	-	-	-	-	300	-
Manufacturing	-	-	-	-	500	-
Municipal Building	-	-	-	-	400	-
Museum	-	-	1	-	250	public floor area
Nursing Home	-	-	-	0.5	-	-
Office—General	-	-	-	-	325	-
Office—medical/dental	-	-	1	-	200	-

**DOVER CODE**

Columns are cumulative, not exclusive.						
USE *	Vehicle parking spaces					
	Per Unit	Per Seats	Per Employee on maximum shift	Per bed	Per Square footage (GLA) <sup>†</sup>	Notes
Office—Professional	-	-	5	-	-	plus 1 space per staff member
Personal Service Establishment	-	-	-	-	300	-
Pharmacy	-	-	-	-	200	-
Real Estate	-	-	-	-	300	-
Recreation (commercial or public)	-	-	-	-	300	-
Residential (1 or 2 units)	2	-	-	-	-	-
Residential (3 or more units)	3	-	-	-	-	plus 1 space per bedroom over three bedrooms. Within the CBD and CWD districts, only 2 spaces per unit are required where the applicant can demonstrate adequate on street parking exists to accommodate visitor parking
Retail—General	-	-	-	-	250	-
Rooming House	-	-	-	1	-	-
Self storage	0.1	-	1	-	-	-
Shopping plaza/center	-	-	-	-	200	-
Theater	-	0.25	-	-	-	-
Wholesale Distribution	-	-	-	-	800	-
* = If a USE is not listed, the Director of Planning shall determine the USE, Mixed USES shall be the sum of all USES.						
† GLA = GROSS LEASABLE AREA						

In Dover, parking is based less on the direct land use and more on the intensity and turnover rate of the use. Efforts are made to understand that not all business are alike and that one commercial use may differ widely from a neighboring one, even if considered the same use. Turnover rate and intensity of use are more important to the provision of parking spaces. High turnover and high intensity use, such as retail, require less spaces than a use which has a low turnover and a low intensity, such as an assembly hall or gathering place. This concept and the table below will guide the Director of Planning in determining the minimum and maximum number of spaces required for a project. Applicants shall meet with staff and review plans, prior to submission to determine parking needs.

### **SITE REVIEW REGULATIONS**

Uses located in the Central Business District - General have access to more publicly available parking, whether on-street or in a dedicated facility, as well as mass transit. The intent of off street parking downtown is to provide parking for employees of a business and not for customers. With this in mind, parking calculations for non-residential uses in the Central Business District – General may be solely for employees, upon the discretion of the Director of Planning

#### **PARKING REGULATION TABLE**

<b><u>Columns are cumulative, not exclusive.<sup>1</sup></u></b>					
<b><u>USE *</u></b>	<b><u>Maximum Number of Vehicle Parking Spaces</u></b>				<b><u>Notes</u></b>
	<b><u>Per Unit</u></b>	<b><u>Per Seats</u></b>	<b><u>Per Employee on maximum shift</u></b>	<b><u>Per Square footage (GLA)<sup>2</sup></u></b>	
<u>Residential<sup>3</sup> (non – CBD-G)</u>	<u>1.4</u>				<u>+ .5 visitor spaces/unit</u>
<u>Residential<sup>3</sup> (CBD-G)</u>	<u>1.25</u>				<u>+ .4 visitor spaces/unit</u>
<u>Educational<sup>4</sup></u>		<u>.3</u>	<u>1</u>		
<u>Gathering Place<sup>5</sup></u>		<u>.5</u>	<u>1</u>		
<u>Industrial/Manufacturing<sup>6</sup></u>				<u>800</u>	
<u>Lodging<sup>7</sup></u>	<u>1</u>		<u>1</u>		<u>+ 1/500 of common area</u>
<u>Medical<sup>8</sup></u>	<u>.5</u>		<u>1</u>		<u>Unit = bed or exam room</u>
<u>Office<sup>9</sup></u>				<u>300</u>	
<u>Retail/Service<sup>10</sup></u>				<u>275</u>	
<p><b><u>* = The Director of Planning shall determine the category of a USE, if unclear.</u></b>  <b><u>Where commercial and residential uses are co-located, only the residential parking shall be provided.</u></b>  <sup>1</sup> <b><u>Round numbers up, if over a whole number</u></b>  <sup>2</sup> <b><u>GLA = GROSS LEASABLE AREA</u></b>  <sup>3</sup> <b><u>Dwelling Units designed for extended occupancy.</u></b>  <sup>4</sup> <b><u>Facility that provides opportunity for learning and education, may include day care.</u></b>  <sup>5</sup> <b><u>Facility that has a large grouping of customers for a longer duration activity.</u></b>  <sup>6</sup> <b><u>Facility that has employees but not a high volume of customers, located in 10,000 sf or more.</u></b>  <sup>7</sup> <b><u>Facility with overnight units designed for short term occupancy</u></b>  <sup>8</sup> <b><u>Facility that provides either medical services with overnight accommodations</u></b>  <sup>9</sup> <b><u>Facility that has employees but not a high volume of customers or clients.</u></b>  <sup>10</sup> <b><u>Facility that has employees and a high volume of customers or clients.</u></b></p>					

Formatted Table

Formatted Table

Formatted: Font: 10 pt, Bold

- (2) In addition to parking spaces for automobiles, any proposed USE that is required to obtain site review approval per Chapter 149-4, shall be required to provide parking for bicycles on bicycle racks. The number of spaces for bicycles shall be equal to five percent (5%) of the number of parking spaces ~~required~~ calculated by the Parking Regulation Table in Chapter 149-14-D) 1).

- (3) ELECTRIC VEHICLE CHARGING STATION.

**DOVER CODE**

- (a) If two percent (2%) or more of the number of parking spaces provided contain an ELECTRIC VEHICLE CHARGING STATION, the applicant shall be eligible for a fifty percent (50%) reduction in the paved area application fee.
- (b) For parking spaces containing an ELECTRIC VEHICLE CHARGING STATION, the following minimum criteria shall apply:
  - (i) ELECTRIC VEHICLE CHARGING STATION equipment shall be maintained by the property owner. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.
  - (ii) The placement of ELECTRIC VEHICLE CHARGING STATION equipment shall not interfere with adjacent pedestrian circulation areas, such as sidewalks or accessible routes to the building entrance.
  - (iii) Directional signs shall be installed at the parking lot entrance and at other appropriate points to effectively guide motorists to the ELECTRIC VEHICLE CHARGING STATIONS.
  - (iv) Each ELECTRIC VEHICLE CHARGING STATION is required to include the following:
    - a. An EV charging unit that meets recognized standards.
    - b. Signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced.
    - c. Adequate site lighting, unless charging is for daytime purposes only.
    - d. Information identifying voltage and amperage levels and any time of use, fees, or safety information.
- (4) Notwithstanding the ~~requirements-calculations~~ established in D) 1) above, required parking spaces in residential districts shall be upon or adjacent to the LOT upon which they are designed to serve. In all nonresidential districts, such PARKING SPACES shall be provided within a five-hundred-foot radius of the primary STRUCTURE. PARKING SPACES for the Central Business (CBD) - General and Cochecho Waterfront (CWD) Zoning districts are as follows:

#### ***SITE REVIEW REGULATIONS***

- (a) Construction of new floor spaces shall be accompanied by a number of parking spaces as ~~required~~ calculated in D) 1) above.
  - (b) Conversions or changes of USE that result in an increase in residential units shall ~~require~~ provide a number of parking spaces in accordance with D) 1) above.
  - (c) Parking spaces ~~required~~ in ~~(CBD-G)~~ and CWD zoning districts may be located off-site anywhere within the CBD-Gap to one thousand (1,000) feet. ~~The spaces may be located~~ in a municipal parking facility ~~lot~~ and leased from the City, or leased from a private landowner.
- (5) Conditional ~~USE~~ Use Permit for ~~Reduction~~ Increase in Number of Parking Spaces
- (a) A Conditional ~~Use~~ USE Permit may be granted by the Planning Board (RSA 674:21 II) after proper public notice and public hearing for the purpose of altering any provisions of Chapter 149-14-D, Parking Regulation Table, provided that the proposed project complies with the following standards:
    - (i) The APPLICANT shall submit an analysis justifying a request for ~~reduced~~ increased parking requirements.
    - (ii) The ~~conditional~~ Conditional Use ~~USE~~ pPermit application shall describe why the limits of any parking area subject to the reduced requirements and the reduction ~~increased parking is essential applicable~~ to each USE.
    - (iii) ~~The APPLICANT shall submit an analysis and/or a parking study substantiating the availability of nearby alternative parking to be used as a credit towards reducing parking requirements.~~ The APPLICANT must show that the use ~~USE~~ (s) can not be adequately served by a combination of on and off street parking.
    - (iv) The APPLICANT shall submit data and/or a transit study that indicates that existing and planned transit service in the vicinity justifies the reduction requested. The Planning Board shall make the determination. design and construct the additional vehicle storage areas, for additional parking requested, using pervious materials. The design of the area shall meet or exceed standards developed and outlined in the New Hampshire Stormwater Manual. The applicant shall also be required to retain the design engineer as an inspector for the duration of construction of the parking area.

#### ***DOVER CODE***

- (v) The APPLICANT shall include provide one (1) ELECTRIC VEHICLE CHARGING STATION for every ten (10) parking spaces requested over the required cap. ELECTRIC VEHICLE CHARGING STATION spaces shall comply with Chapter 149-14-D) 5) unless determined otherwise by the Planning Board.

The APPLICANT shall submit a Traffic Reduction and/or Transportation Management Plan which outlines the measure(s) to be taken to permanently reduce parking demand. The plan may include any/all of the following initiatives:

- ~~(iv) facilitate employee/customer use of mass transit.~~
- ~~(v) facilitate employee/customer use of ride share/van pool program.~~
- ~~(vi) establish alternative work hours/flex time program.~~
- ~~(vii) — provide incentives to encourage non-vehicular trips, i.e. pedestrian and bicycle alternatives.~~
- ~~(viii) — provide preferred parking for ride share/van pool participants.~~
- ~~(ix) create shuttle bus service to/from train/bus stations.~~
- ~~(x) establish an information center to coordinate ride share/van pool efforts among separate USES within a structure or complex.~~
- ~~(xi)~~ (vi) There shall be no detrimental effects on surrounding properties by any proposal.

- (b) A Conditional Use~~SE~~ Permit may also be granted by the Planning Board to allow an ~~decrease~~ increase in the off-street parking requirements for a building or buildings ~~in close proximity~~ serving more than one USE. To obtain such an approval, the APPLICANT must conclusively demonstrate that one or more such USES will generate a demand for parking spaces primarily during periods when the other USE or USES are ~~not~~ in operation. Calculations for parking ~~reduction~~ increase shall be consistent with nationally accepted parking publications such as Shared Parking, (Urban Land Institute, Washington, DC, 1990). The location of all ~~shared~~ parking spaces shall conform with the provisions outlined in Chapter 149-14-D) ~~35~~) unless determined otherwise by the Planning Board.
- (c) Any Conditional Use~~SE~~ Permit approval shall apply only to the application specified at the time of approval and shall not be transferable to a different

***SITE REVIEW REGULATIONS***

application, building expansion, or change of USE regardless of size. Any subsequent change(s) to a project or plan that has a shared parking agreement shall be subject to review by the Director of Planning ~~and Community Development~~. If the proposed parking demand is determined to increase, the project shall be referred to the Planning Board for further review.